

Subject: Re: Century Blvd Closure July 25th

From: mike bonin <mike.bonin@lacity.org>

Date: 06/26/2014 01:29 PM

To: Donald Duckworth <duckworth.donald@gmail.com>

CC: Denny Schneider <denny@welivefree.com>, "sealnbear@aol.com" <sealnbear@aol.com>, "fred.sutton@lacity.org" <fred.sutton@lacity.org>, "chad.molnar@lacity.org" <chad.molnar@lacity.org>, "miki@hbdrollinger.com" <miki@hbdrollinger.com>, "jruhlen916@aol.com" <jruhlen916@aol.com>, "jessica.duboff@lacity.org" <jessica.duboff@lacity.org>, "Paul.Backstrom@lacity.org" <Paul.Backstrom@lacity.org>, "hetzm5@gmail.com" <hetzm5@gmail.com>, "rl1401@gmail.com" <rl1401@gmail.com>, Cyndi Hench <kentwoodnw@aol.com>

Jessica

Can u send folks the Garcetti-Bonin-Knabe-MRT motion

Sent from my iPhone

(Please forgive any typos, odd phrases, or complete nonsense. I am using Siri, and she tries to make me look stupid.)

On Jun 26, 2014, at 9:24 AM, Donald Duckworth

<duckworth.donald@gmail.com> wrote:

It makes total sense for us to trust that Mike and his office will deliver the seamless transit connection that he envisioned for us, or the best possible alternative, without stairs, luggage transfers, awkward walks down long hallways, etc. Any user transition that is more than an imaginary line in the floor just seems dysfunctional to this goal. Perhaps some acknowledgement of the "LAX Connect" vision by MTA would be appropriate reassurance as we embark on this important project. Thanks Mike!

On Thu, Jun 26, 2014 at 8:55 AM, Denny Schneider

<denny@welivefree.com> wrote:

Two topics:

LAX CONNECT @ 96th

My understanding is that this is not as good as proposed by LAWA.

Obviously better than nothing at all... Depending on how it comes out we could hear cries of "we still don't have a train to LAX."

CRUSH

I see this as a positive. It shows the train is really coming AND it will provide a taste of neighborhood traffic delays to expect in the future when LAX get closer to the target growth. (Since about 1/3 of the traffic goes along Century it will be mingled into the other two entrances it

approximates the 50% future traffic growth anticipated.)

Denny

Sent from my iPad

On Jun 26, 2014, at 7:34 AM, sealnbear@aol.com wrote:

Hi, all:

While I am also saddened by the loss of the passenger rail bridge, there is also the need to upgrade and revise a lot of old infrastructure in order to create new, better lines. I look at the current turn of events as both confusing but yet simple: if we get \$1 billion in savings, and a commitment from both LAWA and Metro to work together for a higher-ridership line then it's easier to build this ASAP. I

I've had differences with both LAWA and Metro in the past, but I do see some form of consensus shaping up. My biggest, greatest sense of loss by far is the lack of a more direct Union Station-LAX Metrolink high-speed rail line on the Harbor Subdivision ROW.

But just as the San Fernando Valley might have to choose between an expensive upgrading of their Orange Line Busway to a light rail system throughout the SF Valley, versus a much more expensive Westside-Valley rail tunnel under the Sepulveda Pass, it's a matter of dollars, consensus, and grabbing the low-hanging fruit while the grabbing's still good.

I still favor the original LAX Connect plan, but if the experts and the budget is favoring compromise, I'd rather have the compromise than nothing at all...especially because it'll lead to more options in the future.

Good luck, Mike, and I hope that you continue to weigh in, Don. This is tough stuff to work out, but if it makes you feel any better, Don, the fact that Metro is allowing any change order to its Crenshaw/LAX line so late in the game (AFTER the line was approved and funded and budgeted by the Metro Board) is a major compromise on the part of Metro. The fact that LAWA is going to cough up \$1-2 billion for its People Mover is also a major compromise on the part of LAWA. Let's just hope that we can still get a LAX Connect, a CONRAC and everything else. In the end, this might be a very small change but big cost-saver that allows the money and construction to be expedited by years.

Good luck, everyone!

Ken Alpern

-----Original Message-----

From: mike bonin <mike.bonin@lacity.org>

To: Donald Duckworth <duckworth.donald@gmail.com>

Cc: Fred Sutton <fred.sutton@lacity.org>; Chad Molnar <chad.molnar@lacity.org>; Miki

Payne2 <miki@hbdrollinger.com>; John Ruhlen <jruhlen916@aol.com>; sealnbear <sealnbear@aol.com>; Denny Schneider <denny@welivefree.com>; Jessica Duboff <jessica.duboff@lacity.org>; Paul Backstrom <Paul.Backstrom@lacity.org>
Sent: Wed, Jun 25, 2014 9:13 pm
Subject: Re: Century Blvd Closure July 25th

Don-

I am not at all clear what you're referring to. The work Fred describes below - the so-called "Century Crunch" -- is necessary for the Crenshaw line, and would be happening regardless of which alternative we choose for the rail connection to the airport.

As for LAX Connect, the concept is very much alive -- although the ultimate location might be slightly different. At tomorrow's Metro board meeting, the mayor, Don Knabe and Mark Ridley-Thomas and I will propose to modify Metro's proposed 96th Street station to incorporate the bulk of the ideas of LAX Connect -- passenger amenities, easy and convenient transfer, co-location of some other forms of transit. In order to win approval from the full Metro board, we're essentially allowing LAX Connect to be built closer to the CONRAC, rather than at the ITF. The ridership numbers are higher and the cost cheaper by over \$1 billion. Since Metro and not LAWA will building the station, we're going to have to ride hard and keep vigilant to make sure it is the world class facility we deserve and demand. But it will also allow LAWA to focus more exclusively on building the APM -- without which the whole idea of a mass transit connection to the airport falls apart.

This is a all a good thing -- and very consistent with the vision the mayor and I have been outlining since we joined the board.

-Mike

MIKE BONIN

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On Wed, Jun 25, 2014 at 8:30 PM, Donald Duckworth <duckworth.donald@gmail.com> wrote:
Good Morning All...

I don't understand what all this means in terms of the concept that our visionary CD11 City Councilman crafted for "LAX Connect." Is MTA simply ignoring us? How can that happen with MEG (Mayor Eric Garcetti) becoming MTA Chair? It feels like MTA is going ahead and doing what they want ignoring the overwhelming support for the good sense inherent in "LAX Connect."

Councilman, in my humble opinion, your office is way behind the power curve on this issue! What's happening? How is it possible that "LAX Connect" is being ignored? Or, as MEG might say: "WTF"?

On Wed, Jun 25, 2014 at 3:16 PM, Fred Sutton <fred.sutton@lacity.org> wrote:

Hello All,

Attached is information on the complete closure of Century Blvd at Aviation Blvd due to the Metro construction of the Crenshaw light rail line.

As you know, Century Blvd. is a major artery leading into LAX, so beginning Friday evening, July 25 and ending early Monday morning July 28, motorists headed for the airport will need to follow the detour map attached. A rendering of the completed construction at this location is also attached.

Kind regards,



Logo5-web.p

Frederick Sutton

Field Deputy: Westchester, Playa Del Rey & Playa Vista

Councilmember Mike Bonin

City of Los Angeles

310-568-8772 | www.11thdistrict.com



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